

ING COMPANY, LIMITED.

The following is the twelfth report of the

Board of Directors to the ordinary meeting of shareholders, to be held at the Company's offices in Victoria Buildings, at 12 o'clock noon, on Thursday, the 7th February, 1901:—

Gentlemen,—The Directors now submit to you a statement of the affairs of the Company and Balance sheet for the year ending 31st December, 1900.

The balance of profit and loss account for the year, after writing off all charges and Expense amounted to \$3,362.54. The directors, therefore, recommend that a dividend of one dollar thirty cents per share be paid, which, after writing off the directors' and auditors' fees, will leave a balance of \$362.54 to be carried forward to credit of a new profit and loss account.

DIRECTORS.

Messrs. F. Henderson and J. Gosman retire by rotation, but offer themselves for re-election.

AUDITORS.

The accounts have been audited by Messrs. Thos. Arnold and W. H. Gaskell, who retire but offer themselves for re-election.

F. HENDERSON,
Chairman.

Hongkong 21st January, 1901.

BALANCE SHEET TO 31ST DECEMBER, 1900.	
	<i>Liabilities.</i>
December 31st, 1900.....	\$ cts
Paid-up Capital.....	180,000.00
Accounts payable.....	352.
Dividends outstanding.....	403.
Balance of profit and loss account.....	8,362.
	\$ 189,128.
<i>Assets.</i>	
December 31st, 1900.....	\$ cts
Cash.....	5,829.
Cost of property.....	182,032.
Accounts receivable.....	1,266.
	\$ 189,128.
PROFIT AND LOSS ACCOUNT.	
	<i>Dr.</i>
December, 31st, 1900.....	\$ cts
To charges.....	918.

To crown rent and rates	2,057.
To fire insurance	268.
To commission to agents	800.
Repairs,	1,013.
To balance to be appropriated as follows:—	
Dividend of \$1.30 per share	\$7,800.00
Directors' fees	150.00
Auditors' fees	50.00
To be carried to new profit and loss account	362.54
	<u>8,362.</u>
	\$ 13,671.
Gr.	
January 1st, 1900.	\$ c
By balance brought forward	365.

December 31st,
By rent \$13,337.
By interest 54.
By scrip fees 13.

\$ 13,371.

A. SHELTON HOOPER,
Secretary to the Hongkong Land
Investment & Agency Co., Ltd.

Agents for The Kowloon Land
& Building Co., Ltd.
We have compared above statements with
the books, vouchers and securities of the Com-
pany and have found the same to be correct.

THOS. ARNOLD, }
W. H. GASKEEL, } Auditors.

Hongkong, 21st January, 1901.

HONGKONG SHARE MARKET.
HONGKONG, January 25th.
 Messrs. Benjamin, Kelly and Potts, in the
 weekly share report state:—
 During the past week a good business has
 been put through chiefly in Indo-China,
 Hongkong Lands and Hongkong and Whampoa
 Paper.

Docks, and the market closes brisk for most stocks. The Kowloon Land and Building Company, Limited, has advertised its Twenty-Ordinary Meeting for the 7th February. The transfer books will be closed from the 26th instant to the 7th proximo, both days inclusive. Banks.—Hongkong and Shanghai Banks have ruled very quiet throughout the week and very few transactions have taken place. We make the closing quotation at 352 per cent. premium.

The London rate is 462. Nationals remain unchanged and are without business. — Marine Insurances. — Unions are still wanted at \$50. China Traders have been done at \$50 and a new obtainable at \$55. — North China, as quoted at Tls. 180. Yangtzes continue demand and have found buyers at \$120. Canton have been placed in small lots at \$150. Fire Insurances. — Hong Kong Fire have been bought at 200. China Rates are in the market at \$1

Shipping—Hongkong, Canton and Macao Steamboats have risen to \$354 sales but cloths are quieter with sellers at \$35. It is reported that the Company will pay a dividend of \$1.20 and a bonus of 30 cents per share. Indo-Chinese have hardened and sales at \$190 and \$107 have been effected. China and Manila are on offer at \$72 and \$30 for the Old and New Issues respectively. Douglas Steamships have further declined and can be procured at \$162.

Refineries.—China Sugars have been booked at \$15. In Luxons nothing has transpired and quotation is unaltered. Mining.—All stocks under this heading appear quite neglected for the moment and there is no material change in price to note.

Docks, Wharves and Godowns, Hongkong and Whampoa Docks have advanced in leaps and bounds, and 605 per cent. premium has been paid for shares, the market closing with enquiries at 610 per cent. premium. Kowloon Wharfs have changed hands at \$91 and have now sellers at \$85. Lands, Hotels and Buildings—Hongkong Lands have been negotiated at \$100, \$200 and \$205 cum dividend and are now in request at \$200 ex the dividend of \$10.

paid yesterday. West Points are offering at \$124 ex the dividend of \$12 just paid, without leaving 20 business. Hongkong Hotels have been placed at \$124 at which rate there are further buyers. Humphreys Estate have been dealt in to a considerable extent at \$133 and and \$134. China Providents have been disposed of at \$20 Cotton Mills. Hongkong cottons have just been sold at \$15. We have heard of fine local business in other mills. Great companies

There is nothing to report in stocks under the heading, "Miscellaneous." Green Island Cements have been bid at \$104. China Forms have been purchased and are wanted at \$9. A. S. Wagons have been paried with at \$10. Watkins are preferable at \$12. Electric (old) have been the medium of a fair business at \$12. Hongkong Ice after sales at \$5 are now quoted at \$10. Ferris are to be

11-10-74

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

A SUGGESTION.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

DEAR SIR.—The near approach of the day when the remains of our beloved sovereign will be laid in their last resting place leads one to consider how that day should be observed here. No doubt the ceremony, in which the Garrison, Volunteers and Freemasons are to take part, and the memorial services at the Cathedral will be of a nature quite fitting the solemn occasion, but there are other things which, in my humble opinion, should occur to complete our mark of respect. Of course the official departments, banks and business firms will be closed, but that is not all that should be done. Permit me therefore to suggest that it would be a graceful act if all the clubs (without exception) voluntarily closed for the whole day; that the hotels and saloons be requested to close their bars and billiard rooms. The Regimental Canteens, Royal Naval Canteen and Soldiers' Club should also fall within this category. In addition to this every shop and place of business in the Colony, Chinese and otherwise, should be ordered to be closed entirely for the transaction of business, excepting the markets, which might be allowed to open for say one hour—6 to 7 a.m. Of course it is understood that no place of amusement, including native, should be tolerated.

I make the above suggestion, Mr. Editor, thinking it is but due to the memory of a good, great and beloved ruler and I sincerely trust that the powers that be will carry them out.

Yours faithfully,

Hongkong, January 26th, 1901.

BOXING.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

Naval Depot,
Kowloon, January 26th, 1901.

SIR.—In connection with the last boxing contest in the City Hall, between Joe Riley and Roger Mustoe, and with particular reference to my challenge to engage the winner, I would like to ask if you will announce in your valuable paper that so far I have not yet received any reply from Mustoe. As I went into training (the expenses of which are heavy), I cannot afford to wait any longer, so I have therefore arranged with Mike Collins, who issued a similar challenge to meet him after the end of this month, owing to the lamentable death of Her Most Gracious Majesty.

Trusting that I do not trespass too much on your space and thanking you in anticipation.

I am,

Yours, &c.,

CON. SHEENAN.

CANTON NOTES.

(From Our Own Correspondent.)

CANTON, January 24th.

Up to twelve o'clock to-day the only flag at half-mast was the flag of the U.S. Consulate. The flag at the British Consulate was not lowered because no official notice had been received. Of course every one knew that the beloved queen had passed away, and it seemed a little strange that the British flag should still be flying at the top of the flag-staff.

It is impossible to report all the robberies that are heard of. Sometimes a dozen are reported in twenty-four hours. The robbers generally escape with their plunder. At Wong Sha, just west of the city, some of the robbers were not so fortunate. On Tuesday last, two or three men attempted to rob a house and carry away a young girl. The master of the house, seeing one of the robbers and held him until help arrived. He, with another of the robbers, was secured and handed over to the Nam Hoi, and to-day they are hanging in cages near the house they attempted to rob. Not often is punishment meted out so promptly.

In the city the robbers have of late been turning their attention to the gambling dens. No less than ten of these houses have been robbed during the last week. The way in which the robbery is effected is about the same in every instance. A dozen or more well-dressed men enter the house to gamble and gradually take possession of all the space round the table, then suddenly seize upon the money and escape.

WOMEN DETAINED.

A telegram was received a few days ago by the Customs to the effect that twenty or more women had left Ng Chau for Canton under suspicious circumstances. A launch was dispatched to meet the boat from Ng Chau and convey it to Canton. No satisfactory information could be obtained why these women had come to the city, and the authorities handed them over to the Kwong Sai Hospital to be detained there until information can be had from Ng Chau. It is supposed that these women have been enticed away from their homes by those who wish to dispose of them for immoral purposes. Should these suspicions prove correct, the women will be returned to their homes.

THE JELEBU COMPANY.

MR. DUNMAN'S SPECIAL REPORT.

The following is the special report of Mr. W. Dunman on the present condition of the Jelebu Mining and Trading Co. Ltd. submitted to the meeting of the board of Directors on 18th inst.

The Company's business is of a two-fold nature, lode-mining and alluvial. What is known as the Rin Lode is part of a block of hilly land—500 acres in extent on the north bank of the Glami Valley—5 miles from Kuala Klawang and 30 miles from Seremban, the terminus of the railway to Port Dickson. The property is on the Government main road and is therefore easily accessible.

Rin Lode No. 1, driven at adit level 100 feet; at 120 level, driven 180' east and 60' west; at 160 level, driven 60' east and 50' west.

Rin Lode No. 2, driven at adit level 350' west; at 110' level, no work done; at 160 level, driven 70' east and 40' west; west surface workings driven 320 feet.

Rin Lode No. 3, driven at adit level 100' west.

Rin Lode No. 4, Surface working, 40' x the main shaft is between Nos. 2 and 3, lodes at the surface and is sunk to a depth of 150'.

The Lodes average nearly 3 feet in thickness, and are clearly defined and in solid granite.

No stopping has yet been done on these lodes.

Owing to the collapse of the poppet legs at the main shaft in May last, no stone since then has been sent to the battery, and of course all further sinking has been stopped.

New poppet legs are now being constructed, and work here should be resumed by 31st March. The winding gear is not of a good type (single cylinder). It is difficult to work, and requires the personal attendance of an European engineer. This will be replaced.

The amount of stone in sight in these lodes is very considerable and may be estimated at 60,000 tons, say five years' supply for a 30 head battery.

This mine pump is at present at Singapore and has been repaired.

Glami Lode.—Crosses the Rin Valley about 1000 yards south of the Rin Lode. Work was first started on it in May last, since when 240' have been driven. It averages over three feet

in thickness. There are about 15,000 tons of stone in sight, enough to keep 30 head going for a year. This reef runs through decomposed granite. The drive is just above the battery level. At the battery and a winch has been sunk 37' on the reef to water level, in order to follow the lode under the Rin Valley to pick it up on the other side.

To fully develop this lode a shaft will have to be sunk, necessitating winding gear, pump, &c.

Paku Lode.—The existence of this reef has been known for some time, and is situated about half a mile up river from the battery and is now being proved. The reef is about 5' in width and gives a very favourable appearance.

All the reefs dip about 1 in 4 to the North and run parallel almost East and West.

There is every probability that these lodes run through the entire length of the property, and that further prospecting will bring to light many other reefs.

The quality of the ore throughout is low-grade, from 62 to 65% gross, and includes some 10% of wolfram, which, owing to its greater specific gravity, cannot be separated from the ore. There are also arsenical pyrites and sulphur, which, however, can be removed by roasting.

Installation. There are 20 head of stamps in working order. The ore is being treated by two free vanners and six more are now being put in position, replacing a number of buddles, the whole being worked by a 25 H.P. engine.

A new roasting furnace has just been completed.

Management. Besides Mr. Burns, the mine manager, there are a tin dresser, two miners, and an engineer. From what I have seen of the mining work, the erection and work of the battery, and all other details, I have no hesitation in saying that Mr. Burns and his staff are thoroughly qualified to work and further develop the Company's lode property.

Labour. At present there is no difficulty in getting Chinese, and as much as possible of the work is being done on contract. A permanent staff of Javanese for dressing ore and surface work is being collected.

Sinks. There are some 40 whose time is up next month; most of these will remain on as free coolies.

Costs. The present building was condemned by the Medical Officer, owing to the prevalence of beri-beri. New lines for Chinese are nearly complete. Javanese and Malays have separate bungalows. The houses for Europeans are in good order and the staff express themselves as being more comfortable than at any similar mining centre in the Peninsula.

The locality is distinctly a healthy one.

It is only fair to the present mine manager to point out that before he took charge, many serious mistakes had been made, the result of which is that Mr. Burns since taking charge has been principally engaged in effecting repairs and alterations and putting everything into a thoroughly sound condition.

By the end of March, the full battery of 20 head should be continuously at work crushing say 26 tons per month, 1,000 tons of stone, producing 17 tons of ore of 62% gross or 50% net, and it is intended to immediately order a further 10 head of stamps, bringing the battery up to 30 head.

Estimated profit on 30 Head Battery.

Crushing 26 days, 1,000 tons will give 17 tons ore 63% gross 287 pils. at \$9.00 per ton = \$2,583.00

Less Duty 2% at 20 pils. = \$51.66

Freight, &c. to Singapore 70 = 7.00

3.50 = 1,000

Less working expenses at mine in full per month = \$500

Deduct Depreciation on machinery and share of Singapore charges per month = 500

add profit on alluvial = 1,200

4,200

—\$50,000 per annum.

Estimated profit on 30 Head Battery.

25 tons of ore 423 pils. \$31.50 net = \$13,200

Working expenses at Mines = 7,000

Deduct depreciation and all Singapore charges, etc. = 700

5,500

Add profit on alluvial per month = 1,200

—\$80,000 per annum.

PROPOSED FUTURE DEVELOPMENTS.

The head of stamps and 4 free vanners, for which the present engine and boiler power is sufficient, should be ordered at once. This will complete the installation at Rin. There will also have to be another complete winding gear and pump for the Glami lode, but for this there is a boiler at the mine. The cost of this and the further 10 head of Stamps and 4 Free Vanners, is about \$20,000. Should the Paku lode turn out as well as present indications show, and after sufficient development and further proving that the Rin and Glami Lodes extend through that ground, of which there can be little doubt, then another 30 head battery could be erected at Paku to deal with the stone from all the lodes in that vicinity, thereby saving a long distance of carriage, or better still, increase the installation at Rin, using overhead wires, which would be more economical, as fewer staff would be required.

The cost of another complete installation of a 30 head battery and 12 free vanners, winding gears, pumps, &c., would be about \$38,000, but this is altogether a matter of future consideration.

A sum of money should be put aside for prospecting.

ALLUVIAL.

There are some 300 men working on the Company's lode, and 200 men who are advanced by the Company on other land. The bulk of the work is being done at Tinggi and Glami. There are also kongkongs at Rotan, Batu Besawah, and Semadiah.

Owing to an accident I was disabled and could not visit these mines. I am quite satisfied, however, that the advances are safe. For the China New Year Settlements some \$55,000 will be required for the purchase of ore and payment of balances due to the various kongkees.

The net profits from this source may be estimated at \$1,200 per month for three years.

Mr. Gardner is of opinion that there is enough land to allow of work to be continued on the present scale for two or three years.

Recently funds have evidently interfered with prospecting, or endeavouring to acquire fresh land, but more in this direction should be done and the Company should be prepared to move with the times. There is plenty of scope.

The manager's house in Jelebu will require re-building. It is eight years old. This will cost about \$3,000.

SYNOPSIS OF OPINION.

I am of opinion that the lode workings may be considered as a sound paying concern.

The installation should be immediately increased by another ten head.

I have no doubt that before long the Paku, Glami and Rin Lodes will be sufficiently proved to warrant the extension of the installation to a total of thirty head of stamps.

Singapore, 16th Jan.

W. DUNMAN.

LATE TELEGRAMS.

From Australian Papers.

South Africa.

ADDELAIDE, January 4th.

The marauding bands of Boers who recently had their retreat cut off by the British cavalry, and their capture is imminent.

De Wet is again being pressed in the Orange River Colony by General Knox.

The Boer attempt to capture the British guns at Rhenoster has been prevented.

Carrington's Rough Riders are operating in the south eastern Transvaal.

Lord Roberts and Our Late Queen.

Roberts has arrived safely in England, and was accorded a magnificent reception.

He was summoned to the Queen's presence immediately upon landing, and a long conference took place.

The Queen conferred upon Roberts the Order of the Garter and an Earldom.

Australian Volunteers.

Large numbers of Australians continue to volunteer for service in South Africa in response to Kitchener's appeal for bushmen.

Russian Aggression.

The latest news to hand relative to Russian aggression in Manchuria shows that the London Times charges the Muscovites with a gross breach of faith towards China and the Powers.

The Australian Commonwealth.

The Commonwealth demonstrations in Sydney yesterday were on a magnificent scale, and a great success.

The different ceremonies were witnessed by enormous crowds, and the enthusiasm shown was almost boundless.

The populace were convulsed with military and loyal feelings at the review of over 10,000 troops.

South Africa.

January 5th.

A strong feeling exists in Capetown that the absence of arms is the only reason that prevents a general rising of the Dutch population of Cape Colony.

It is a well-known fact that the enemy is kept well supplied with information concerning the movements of the British, and obtains reinforcements without the least difficulty in the various farming districts in which the Boers are operating.

Kitchener continues to urge upon the War Office the necessity of sending out additional Australian reinforcements.

The defence force which the Cape Government is establishing has attracted a very large number of recruits in the capital.

Lord Roberts and Our Late Queen.

During the interview with the Queen, Earl Roberts made a most eloquent allusion to the grand services rendered by the Australian and Canadian troops during the war.

Volunteers.

Two thousand volunteers have been enrolled in New Zealand, 540 in Adelaide, one thousand in Melbourne.

Sydney people are too busy just now with the Commonwealth celebrations to trouble about enrolling volunteers, but it is expected that fully five thousand men will come forward.

South Africa.

Jan. 7th.

The home authorities have made several appointments to positions in the service in South Africa.

Sir Alfred Milner has been appointed Governor of the Transvaal and the Orange River Colony.

Major Gould Adams has been appointed Lieutenant Governor of the Orange River Colony.

Sir Walter F. Hely Hutchinson has been promoted from the Governorship of Natal to the position of Governor of Cape Colony.

McCallum, the present Governor of Newfoundland, has been appointed to the Governorship of Natal.

Sir Alfred Milner will retain the post he now holds of High Commissioner of South Africa.

Kitchener has determined to quell any attempt at an insurrection in the Cape, and is now pouring a large number of troops into that colony for the purpose of overawing the disaffected Dutch.

He is also enrolling thousands of recruits for the Cape irregular forces.

Several columns of British are still busily engaged chasing De Wet, who is now operating in the Orange River Colony.

The Boer laagers that had been formed at Fauresmith, Jagersfontein, and Ficksburg, have been looted by the British.

Those Boers who were living in these laagers have tricked over the border into Basutoland.

Russia in China.

Commenting upon Russian machinations in China, the London Times correspondent, Dr. Morrison, blames the British home authorities for their complacency.

Mr. Kruger.

January 8th.

Professor Martens, the great Russian authority on international law, has publicly stated that he considers that Kruger's contention that the settlement of the Transvaal dispute comes within the jurisdiction of The Hague Peace Conference is a most untenable and inconsistent one.

Kruger's health is reported to be very precarious. He is suffering from an attack of bronchitis, and has a weak heart.

South Africa.

Sir Alfred Milner, governor of the Transvaal and the Orange River Colony, is taking the British Government to contribute £100,000 towards assisting the Uitlanders who are in distressed circumstances as the outcome of the war.

The Boers have almost wrecked the famous and valuable Kleinfontein mines, causing damage to the extent of nearly a quarter of a million.

Kitchener is taking vigorous steps towards protecting the residents of Cape Colony from the marauding bands of Boer rangers, and the possibility of a rising amongst the disaffected Dutch.

Russia and China.

It is now stated that owing to the machinations of the Chinese Court it is doubtful if China has any intention of complying with the demands of the Powers.

It is said that the Emperor is willing that Russia should proclaim a protectorate over the whole of Northern China.

Some most sensational statements are being made on the Continent regarding the aggressive movements of the Muscovites.

The London Times, in commenting on the Russian attitude, appears to imply that Salisbury is largely responsible for much of Russia's action.

South Africa.

January 6th.

Ninety thousand British troops are now engaged protecting the communications and doing garrison work in South Africa.

The greater portion of Cape Colony is now under martial law.

About an additional forty thousand men are needed to enable Kitchener to carry out his plans successfully.

It is his idea that the war will be sooner brought to a conclusion by stationing powerful mounted British forces at different points, so that no matter where the Boer commands and Dutch rebels move to, our forces will be in a position to successfully combat the enemy.

The widespread nature of the disaffection amongst the Dutch in Cape Colony may be gauged from the fact that a plot has been discovered which had for its purpose the destruction of the Capetown waterworks.

The farmers also definitely refuse to sell horses to the British authorities.

The British public is greatly delighted with Australia's promptness in again offering troops for service in South Africa.

Russia and China.

Russia has published a note, which states that the proclaiming of the Manchurian protectorate is only a temporary affair, and that the step has only been taken for military purposes.

Great Britain openly doubts this assertion, more especially as it is known that the harbours of Port Arthur and Tientsin are being considerably deepened, and that large Russian reinforcements have been ordered to the East.

South Africa.

January 10th.

The rapid concentration of large bodies of British troops in Cape Colony, and enrolment of thousands of loyalists as volunteers is greatly impressing the majority of the disaffected Dutch.

A large number of the influential Boers in the Orange River Colony have signed and presented an appeal to De Wet and Steyn, asking them to surrender, and pointing out the generous character of Kitchener's terms.

The appeal affirms that the rule which is encompassing the Boer territories is being brought about by a small and obstinate minority who persist in keeping the field and fighting for a hopeless cause.

A brilliant victory has been scored by a force of fifteen hundred British, who completely routed eight hundred Boers under De Laey.

The Boers were entrenched in a very strong position.

Our mounted infantry pursued the retreating and demoralized enemy for fifteen miles, doing good work.

De Laey and his men had been causing much annoyance in the Witwatersand district.

Russia and China.

Some of the American papers are becoming alarmed at the proposed Russian annexation of Manchuria, considering that this will close the country to American commerce.

They suggest that the other Powers should co-operate for the purpose of preserving the integrity of China.

The London Times correspondent has been assured that China will accept the note issued by the Powers.

The Australian Commonwealth.

The Sydney Commonwealth celebrations are now concluded and most of the visitors have left the city.

The Melbourne authorities intend to try and eclipse the Sydney celebrations on the occasion of the opening of the Federal parliament.

It is proposed to invite all the great Powers to send a warship.

Volunteers.

Over a thousand men have volunteered for service in South Africa with the Adelaide fifth contingent.

The procuring of good horses is the chief difficulty.

British Trade.

The London Times, in reviewing the state of British trade during last year, says that it is now declining, after a wonderful revival at the beginning of the year.

ST. FRANCIS XAVIER.

An interesting ceremony took place at old Goa recently when, with the sanction of the Lisbon authorities, the body of St. Francis Xavier was exposed for twenty hours. Despite the short notice that was given of the event, no less than 20,000 persons witnessed the church of Bom Jesus, was the body has for many years been kept in a magnificent shrine built for the purpose. The last exposition of the body was made some eight or nine years ago, on which occasion over 400,000 people made a pilgrimage to Goa, and throughout the time the body lay exposed in the coffin the church was literally packed with people. Certain hours were fixed during which the sick, of which there were great numbers, were given the opportunity of being carried into the church to venerate the Saint's body, and several miraculous cures are reported to have been effected.

St. Francis Xavier died in China, and the preservation of his remains is scientifically accounted for by the petrifying action of the soil in which they were buried—the features being wonderfully preserved, though the body has shrunk considerably and measures a little over 4 feet. It is interesting to note that it has only one arm, the other having been removed and taken to Rome.

NOTANDA.

CALENDAR.

JANUARY.

Metereological means based on fifteen years observations in 1895.

Barometer..... 30.159

Thermometer..... 59.7

Humidity..... 74

Rainfall..... 1.345

TO-DAY.

WEATHER REPORT. On 26th Jan. 1901.

Barometer..... 30.27 10.19

Thermometer..... 67 77

Humidity..... 68

Rainfall..... 0

TODAY.

Sunday, 26th January, 1901.

Chinese 21st day of 12th moon of 1901 year of Kwang.

Sun Rises..... 6hr. 45min.

Set..... 5hr. 45min.

High water—Morning..... 6hr. 30min.

Evening..... 7hr. 30min.

Low water—Morning..... 1hr. 15min.

Evening..... 12hr. 15min.

ARRIVALS.

1864—William Pitt died.

1864—Lord Napier, W. H. C. Plowden and J. F. Davis appointed Superintendents of the Trade of British Subjects in China.

1841—Hongkong formally taken possession of by Sir J. Gordon Bremer.

1865—Convicts forbidden to be sent to Australia.

1881—British repulse at Lalag's Neck.

1885—General Gordon killed.

1887—The C. N. Co.'s steamer *Hongchow* ran ashore on T'ing Sen, near Amoy, two natives drowned, the vessel finally got off.

1808—Argyll and Sutherland Highlanders left Hongkong.

1896—Salt junk seized by Chinese Customs in Hongkong waters.

1890—Madame Adelini Patti married to Baron Cederstrom.

1900—The deposition of Kwang Hsu is announced. Death of the Kaiser's Mother.

TO-MORROW.

Sunday, 27th January, 1901.

Chinese 22nd day of 12th moon of 1901 year of Kwang.

Sun Rises..... 6hr. 45min.

Set..... 5hr. 45min.

Moon—First Quarter 5hr. 29min. a.m.

High water—Morning..... 6hr. 30min.

Evening..... 7hr. 30min.

Low water—Morning..... 1hr. 15min.

Evening..... 12hr. 15min.

ANNIVERSARIES.

1847—The Corn and Navigation Laws suspended.

1859—William II. (German Emperor) born.

1875—Establishment of Amoy Chamber of Commerce.

1883—British steamer *Carisbrooke* burned and scuttled in Hongkong Harbour.

1900—Fatal Accident on the U.S. Gunboat *Whiting* in Hongkong Harbour, two men killed, many hurt.

AGENDA.

TO-DAY.

9 p.m.—Sharp. Hamston's Circus at the Recreation Ground (near the Race Course).

9 p.m.—Sharp. Pollard's Lilliputians at the Theatre Royal.

Large ex *Marionethshire* subject to rent.

TO-MORROW.

D. & Co.'s steamer *Formosa* leaves for Coast.

Daylight—D. & Co.'s steamer *Haiching* leaves for Coast ports.

CHURCH SERVICES.

St. John's Cathedral.—Communion, 7 a.m. Matins, 11 a.m. Evensong, 5.45 p.m.

Roman Catholic Cathedral.—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m. Benediction, 5 p.m.

German Bethesda Chapel, West Point.—Morning Service, 11 a.m.

St. Francis' Church, Wanchai.—Mass (Chin.) 6 a.m., (Port.), 7.30 a.m. Benediction, 3 p.m.

St. Joseph's Church, Garden Road.—Morning Service (English), 9 a.m.

St. Anthony's Chapel, West Point.—Mass, 8 a.m.

Wesleyan Methodist Church.—Services, 10.30 a.m. and 6.45 p.m.

St. Peter's Church, West Point.—11 a.m. and 6.30 p.m.

Union Church.

Sunday, 27th January, 1901.

(11 a.m.)

Memorial Services.

Voluntary, "Fugate" Chopin; Hymn, No. 70 "When our heads are bowed with woe" Redhead; Hymn, "Hush! Blessed are the dead" Dolomite Chant; Anthem, "Blest are the departed" From the Orationo "The Last Judgment" Spohr; Hymn, No. 400 "Now the labourer's task is o'er" Dykes; Soprano Solo "I know that my Redeemer liveth" From the Orationo "Messiah" Handel; Hymn, No. 405 "For ever with the Lord" Woodbury; Voluntary, "Dead March in Saul" Handel.

Voluntary, "Marche Funebre" Chopin; Hymn, No. 397 (Tune 33) Hymn, No. 396 (Emmanuel) Beethoven; Anthem, No. 35 "The Homeland" Sullivan; Hymn, No. 398 (Tune 295) Hymn, 406 (1st Tune) Gaultlett; Voluntary, "Dead March in Saul" Handel.

MONDAY, 28th.

Noon—M. M. Co.'s steamer *Indus* with mails etc. leaves for Europe.

Noon—Meeting of the Shareholders of the Humphrey

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HIROSHIMA MARU	MOJI, KOBE and YOKOHAMA	WEDNESDAY, 30th Jan., at Noon.
S. Yoshizawa	KOBE and YOKOHAMA	FRIDAY, 1st Feb., at Daylight.
BINGO MARU	BOMBAY, VIA SINGAPORE and COLOMBO	FRIDAY, 1st Feb., at Noon.
F. Davies	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.	FRIDAY, 8th Feb., at Daylight.
YAMAGUCHI MARU	KOBE and YOKOHAMA	FRIDAY, 15th Feb., at Daylight.
KANAGAWA MARU	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.	FRIDAY, 22nd Feb., at Daylight.
J. McKenzie	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 22nd Feb., at Noon.
TAMBA MARU	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNVILLE and BRISBANE	FRIDAY, 22nd Feb., at 4 P.M.
J. W. Wale		
SADO MARU		
W. Thompson		
ROSETTA MARU		
N. Tate		
KASUGA MARU		
E. W. Haswell		

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 26th January, 1901.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SILESIA	HAVRE and HAMBURG	9th February.
Bahle	(LONDON with transshipment in HAMBURG)	About 28th February.
FREIBURG	HAVRE and HAMBURG	About 5th March.
Saxonia	(LONDON with transshipment in HAMBURG)	About 15th March.
Jäger	HAVRE and HAMBURG	About 25th March.
BAMBERG	(LONDON with transshipment in HAMBURG)	About 25th March.
Jacobs	HAVRE and HAMBURG	About 25th March.
SIBIRIA	(LONDON with transshipment in HAMBURG)	About 25th March.
Braun		
Braun		

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents, HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD, OSTASIATISCHER FRACHTDAMPFER DIENST.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 7th Feb., at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 2nd Mar., at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 28th Mar., at Noon.

THE Twin Screw Steamship

"AMERICA MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 7th February, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent, Hongkong, 12th January, 1901.

J. S. VAN BUREN, Agent, Hongkong, 12th January, 1901.

J. S. VAN BUREN, Agent, Hongkong, 12th January, 1901.

J. S. VAN BUREN, Agent, Hongkong, 12th January, 1901.

J. S. VAN BUREN, Agent, Hongkong, 12th January, 1901.

J. S. VAN BUREN, Agent, Hongkong, 12th January, 1901.

J. S. VAN BUREN, Agent, Hongkong, 12th January, 1901.

J. S. VAN BUREN, Agent, Hongkong, 12th January, 1901.

J. S. VAN BUREN, Agent, Hongkong, 12th January, 1901.

J. S. VAN BUREN, Agent, Hongkong, 12th January, 1901.

J. S. VAN BUREN, Agent, Hongkong, 12th January, 1901.

J. S. VAN BUREN, Agent, Hongkong, 12th January, 1901.

J. S. VAN BUREN, Agent, Hongkong, 12th January, 1901.

J. S. VAN BUREN, Agent, Hongkong, 12th January, 1901.

J. S. VAN BUREN, Agent, Hongkong, 12th January, 1901.

J. S. VAN BUREN, Agent, Hongkong, 12th January, 1901.

J. S. VAN BUREN, Agent, Hongkong, 12th January, 1901.

Mails.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 13th February.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 13th March.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 3rd April.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 16th January, 1901.

OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 20th January, at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 23rd Feb., at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 19th March, at Noon.

THE Company's Steamship

"COPTIC,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 20th instant, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent, Hongkong, 7th January, 1901.

J. S. VAN BUREN, Agent, Hongkong, 7th January, 1901.

J. S. VAN BUREN, Agent, Hongkong, 7th January, 1901.

J. S. VAN BUREN, Agent, Hongkong, 7th January, 1901.

J. S. VAN BUREN, Agent, Hongkong, 7th January, 1901.

J. S. VAN BUREN, Agent, Hongkong, 7th January, 1901.

J. S. VAN BUREN, Agent, Hongkong, 7th January, 1901.

J. S. VAN BUREN, Agent, Hongkong, 7th January, 1901.

J. S. VAN BUREN, Agent, Hongkong, 7th January, 1901.

J. S. VAN BUREN, Agent, Hongkong, 7th January, 1901.

J. S. VAN BUREN, Agent, Hongkong, 7th January, 1901.

J. S. VAN BUREN, Agent, Hongkong, 7th January, 1901.

J. S. VAN BUREN, Agent, Hongkong, 7th January, 1901.

J. S. VAN BUREN, Agent, Hongkong, 7th January, 1901.

J. S. VAN BUREN, Agent, Hongkong, 7th January, 1901.

J. S. VAN BUREN, Agent, Hongkong, 7th January, 1901.

J. S. VAN BUREN, Agent, Hongkong, 7th January, 1901.

J. S. VAN BUREN, Agent, Hongkong, 7th January, 1901.

J. S. VAN BUREN, Agent, Hongkong, 7th January, 1901.

J. S. VAN BUREN, Agent, Hongkong, 7th January, 1901.

J. S. VAN BUREN, Agent, Hongkong, 7th January, 1901.

J. S. VAN BUREN, Agent, Hongkong, 7th January, 1901.

J. S. VAN BUREN, Agent, Hongkong, 7th January, 1901.

J. S. VAN BUREN, Agent, Hongkong, 7th January, 1901.

J. S. VAN BUREN, Agent, Hongkong, 7th January, 1901.

J. S. VAN BUREN, Agent, Hongkong, 7th January, 1901.

NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers. Tons. Captains. Proposed Sailing.

Olympia 2,837 J. Truebridge Feb. 1

Tacoma 2,811 A. Dixon Mar. 1

Victoria 3,502 J. Pantou Mar. 8

Duke of Fife 3,821 J. S. Cox Mar. 15

The attention of Passengers is directed to the very cheap rates offered by this line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52.

Excellent accommodation. First-class Table, DOCTOR and STEWARDESS carried.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none in the American Continent, two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night. TACOMA TO NEW YORK in 4 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.

The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYER and ST. MICHAEL.

Rates of Passage to other points on application.

Special rates allowed to members of Government Services.

For further information as to Passage or Freight, apply to DODWELL & Co., LIMITED, General Agents, Hongkong, 19th January, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Kureuen 1,379 Wednesday Feb. 6

Belgian King 1,379 Wednesday Feb. 6

THE Steamship.

"KVAREN,"

will be despatched for SAN DIEGO and SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA & HONOLULU, on SATURDAY, the 2nd February.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, China and Japan, Hongkong, 24th January, 1901.

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, nor the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbours:

ADATO, Bitt, str., McIntyre—Arnold, Ker, & Co.

ADATO, Bitt, str., McIntyre—Arnold, Ker, & Co.

ADATO, Bitt, str., McIntyre—Arnold, Ker, & Co.

ADATO, Bitt, str., McIntyre—Arnold, Ker, & Co.

ADATO, Bitt, str., McIntyre—Arnold, Ker, & Co.

ADATO, Bitt, str., McIntyre—Arnold, Ker, & Co.

ADATO, Bitt, str., McIntyre—Arnold, Ker, & Co.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
AMOY, SAMARANG and SOURABAYA	"SHANTUNG"	28th Jan., at 4 P.M.
NAGASAKI and KOBE	"HANGHONG"	29th January.
YOKOHAMA	"WUHU"	30th January.
MANILA	"CHANGSHA"	15th Feb., at 4 P.M.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE...	"CHANGSHA"	15th Feb., at 4 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 26th January, 1901.

OCEAN STEAMSHIP COMPANY.

FOR	STEAMERS.	CAPTAINS.	TO SAIL.
LONDON	"FROMETHEUS"	Day	5th February.
"	"ALCINOUS"	Pulford	19th February.
"	"IXION"	Robinson	5th March.
LIVERPOOL (Taking Cargo at LONDON RATES)	"GLAUCUS"		16th February.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. & Co.

Hongkong, 24th January, 1901.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY and FOCHOW. THE Company's Steamship

"HAICHING,"

Captain Hall, will be despatched for the above Ports, TO-MORROW, the 27th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers, Hongkong, 26th January, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship

"LOONGSANG,"

Captain Weigall, will be despatched as above on MONDAY, the 28th instant, at 4 P.M.

This Steamer has Superior Accommodation for First Class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers, Hongkong, 23rd January, 1901.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY. THE Company's Steamship

"ESMERALDA,"

Captain G. T. Blackland, will be despatched as above on MONDAY, the 28th instant, at 5 P.M.

This Steamer has Superior Accommodation for Passengers and is fitted with the Electric Light.

A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers, Hongkong, 23rd January, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY. THE Company's Steamship

"AKASHI MARU,"

Captain K. Suzuki, will be despatched for the above Ports on WEDNESDAY, the 30th instant.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents, Hongkong, 16th January, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI. THE Company's Steamship

"MARIA TERESA,"

Captain Raskevich, will leave for the above place, on THURSDAY, the 31st instant, A.M.

For Freight or Passage, apply to SANDER, WIELER & Co., Agents, Hongkong, 23rd January, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"GUTHRIE,"

Captain McArthur, will be despatched as above on THURSDAY, the 31st instant, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly-qualified Surgeon are carried.

A VERY PERPLEXING SITUATION.

The situation was just this. The lives of both hero and heroine were in extreme jeopardy. It was clear that the latter could not be saved, but the hero could be rescued, provided he would be content to be rescued alone. If the man died, the woman was just as inevitably doomed.

Surely it was a moral mistake for the man to fling away his own life because he could not, by any chance, save both himself and the woman he loved!

What would happen in real life, in similar circumstances? I was writing the final chapter of a novel, and I had stuck at the above perplexity. For several hours I had mentally debated the doubt, sitting in my armchair with my feet on the corner of the writing desk.

"Assume that I am the hero," I mused, "an ordinary, everyday man in love with a woman for whom—in theory—I would give my last drop of blood; Gwendoline Manners would be the heroine."

"Put Gwendoline and myself in jeopardy of our lives—say, for instance, if that confounded reservoir up on the hill was to burst and pour down this gutter of a road like—"

Somebody was knocking at my study door. I had been conscious of the rapping before, but, engrossed in thought, I had disregarded the interruption. However, the intruder was not to be denied.

"Come in!" I cried.

Mrs. Bloxley, my landlady, walked in. Her face, I saw, was grey and drawn as from a sudden shock, her limbs were visibly tremble, and her teeth rattled as she spoke so that her words were scarce audible.

"Can't you tell the news, sir? It sounds as if the reservoir's burst!"

I listened. Certainly there was a strange noise, an uncanny rumbling as if thunder clouds in the distance were cannonading along the ground.

With my landlady in close attendance, I ran to the front door, opened it, and gazed expectantly up the steeply sloping road.

There was the suggestion of running water in the distant turmoil that was quite audible. "There's been a lot of rain last month," whispered the trembling woman beside me. "The rivers swelled over its banks and done a lot of mischief. If the water from the reservoir's coming down to help swell the river—"

She shuddered, leaving my imagination to picture the disastrous consequences.

What would happen, indeed? To her, to me—to Gwendoline Manners, the woman I was one day going to marry?

"Mrs. Bloxley," I said, "you have a cousin living the other end of the town; go to her immediately. You will be safe there—if ever you get there. What? Get your bonnet and shawl? For Heaven's sake don't be foolish. This house will never stand against the reservoir's flood. If you go now you may escape. If you hesitate I'll alarm the police at once!"

I commanded. "You may race destruction, if you're nimble. Hark! The roar is growing ominously louder. The waters have got fairly loose at last. It's a race with death. Win, my good woman win!"

I pushed her, shaking like an aspen, down the hill. But she turned her head to ask: "An' what about you, sir?"

But I did not stop to reply. The Manners' house was up the hill, and the family, I knew, retired early. It was now close upon midnight. If, as I now ceased to doubt, the great reservoir on the summit of the hill has burst its banks, the Manners' house was doomed to destruction. We had often decided as much in idle speculation.

What if Gwendoline and her parents were asleep?

The night was leaden grey, the hilly road tortuous and uneven, and the houses were but few, built here and there where the banks of the road had crumbled and fallen away.

Running hard, I turned the first bend in the winding hill, and there, not a hundred yards distant, stood the Manners' house, at a sharp angle of the road, that up the hill.

Seen from where I stood it seemed to stand in the middle of the roadway, blocking all further progress, so sudden was the bend; but I knew that beyond it, a series of sharp ascents, high banked on both sides like a deep railway cutting, led far away up the winding road to the huge reservoir, the pride of the progressive town where mighty engines droned day and night to the monotonous thrummings of the uneasy pumps.

A glance told me that the Manners' house was in darkness, though others showed hurried lights through open windows, where half-clad figures surrounded by fear-stricken faces protruded, doubling the sense of their own cars.

The sight fascinated me, rooted me momentarily to the spot. For the present, at all events, Gwendoline and her people were safe.

Any instant the water might swoop around the corner and carry me away in its headlong race to the river. At the moment the greater peril was with me, for the roar was growing deeper, like the lash of waves upon a stony beach with the wind and the tide behind them.

I turned tail at once I might still escape the coming flood, and after all, it was not certain that the Manners' house was not strong enough to resist it. One fact became very apparent to my vacillating mind; between me and the house lay a hundred yards of steep roadway, and the flooding water might meet me ere I reached my goal.

"Room!"

The roar stunned me; the trembling earth made me reel; the shriek of the frightened people leant from their upper windows struck terror into me.

The water had struck the unsheltered side of the Manners' house, struck it like a battering-ram. The roar of the contact was still in my ears while my eyes saw the house heave and sway, crumble and fall.

Then, in a thought, the water leapt over the runs and tumbled down the hill.

I heard it; I saw it.

"Let me in!" I cried to the gaping, fear-stricken faces at the upper windows. "Let me in!"

"Fly!" they replied. "We dare not open our doors!"

The lead-like, helpless horror fell from my feet and I fled down the hill, the water already around my ankles, twisting my maddened steps, pulling at my equilibrium.

Soon the volume of water caught me in its mad race, and leapt up my legs, up to my knees, my thighs, my waist. With difficulty I still struggled on, the breath panting in my throat, the strength of resistance ebbing fast.

And still the tide rumbled down. Up past my waist to my very armpits, splashing in its mad joy of freedom over my neck and shoulders, chilling me in its ghastly embrace, deadening my limbs, my nerves, my senses.

Pushed on by the pressure of the leaping current, I could but stagger forward, half-blinded, half-deaf, thrown from side to side, splashing aimlessly, staggering at random.

"Help!" I screamed. "Help me, somebody! Help!"

It was my inner consciousness speaking to myself as the water rushed over my head. I struck out vigorously with arms and legs, and came again to the dancing, roaring surface, to air and life and new-born hope, swept onwards by the flood.

A house, with its horror-stricken occupants at the upper windows, swept past me. The high, clean banks of the roadway danced by. So rapid was my flight my head was almost constantly immersed in the ice-cold water, and it was an effort to breathe and splutter.

III.

"It can't last long, that's one thing!" I remember the thought flashing blindly above a hundred others through my lingering consciousness then, as if in sympathy, something washed against me, something warmer than the water, more human, terribly suggestive.

Shaking the water from my blinded eyes, I opened them as we creased a beam of light from an open window. The figure clinging beside me was that of a woman, her face raised piteously to mine.

"Gwendoline!"

She smiled; but she could not speak.

The touch of the woman I loved brought courage to my quaking heart, and I clutched at her sodden gown with feverish resolve.

"Hold on to me, dear!" I panted. "Help me, sweetheart, and we will struggle out of this some-how. Fate is kind. She will not desert us now!"

One hand grasping her garment, I struck out boldly with the other—and something caught within my fingers.

It was a rope. Desperately clutching it, I felt it grow taut, felt the weight of our two bodies, surged forward by the rushing water, straining at my single arm till the muscles creaked from very torture of the strain that seemed to separate the very tissue.

"Hold on, sir! Hold on for your dear life! I've got this end of the rope tied round the bed-post. Hold on while I pull!"

It was my landlady's voice. The good soul had returned to the house and prepared the stout rope I kept by me for escape in case of fire, for possible contingencies.

But she could never haul us in against that merciless flood of water; yet, if only I could hang on till the fury had passed—

I groaned as the fugitive hope dawned upon me. My single arm was breaking! racked with the torture of the strain upon it. To hang longer was a physical impossibility. The tension was more than human flesh could endure. Yet, if I brought the other arm to my rescue, I must perforce release my companion, whose fainting grip of me was loosened, and save myself while she perished.

I flung the inhuman thought away with a cry of rage and shame, and, with the same cry, released my grip of the rope.

"Both or neither!" I cried. "Both or neither!"

The water tossed us along.

"Come back, sir! Oh, come back!" My landlady's wail rose above the roar of the torrent. I heard it as the water beat the last fight from my bruised and exhausted body and hurled over my reeling head, while I clutched the gown of my beloved with a fierce thrill of satisfaction.

Both or neither! Both or—

"Tap, tap, tap, tap—" I sat up in my armchair and listened.

Mr. Felthorpe, sir, may I come in? Is anything the matter?

With difficulty I pulled myself together.

"Come in," I said.

Mrs. Bloxley walked into the room, and I saw a cloud of maternal anxiety cross her face and leave it.

"I knocked so many times, sir, I was afraid something was amiss." Then in softer tones: "Are you aware, Mr. Felthorpe, that it's gone midnight? You ain't touched food or sup since a half after two?"

"Thank you, Mrs. Bloxley," I murmured. "I have been busy. Let me have another five minutes and I promise to clear every platter you've laid for me. Good-night, Mrs. Bloxley. Please don't sit up any longer."

She went out and I drew again to my desk and to my manuscript. In the short time that Mrs. Bloxley had been knocking at the door I had, by an effort of imagination, and all unknown to my desk since luncheon.

With a few notes I sketched out the end of my novel.

My hero perished with the woman he loved—A. India.

CONCERNING TOYS.

The other day, when I was staying under the roof which had obligingly sheltered Audrey until she left it in a shower of rice, she conducted me to the nursery where, as she said, her happiest days had been spent. As to the happy days, I did not believe in them a bit, and told her so. Personally, I look back upon my nursery experience with more horror than delight. It bulked huge with ghosts, mysteries of closed doors, portentous wallings. Until the clock chimed midnight I was subject to the powers of darkness; after that, no spectre could have convinced me of its reality.

There was a vast locker in the nursery in which Audrey had first acquired her sense of humour, and from this she produced an endless variety of discarded toys. All were more or less damaged, many were mere inchoate lumps from which, after a careful examination, there beamed forth some hint of their original condition. Audrey sat in the mid of piled confusion with an air of superstitious happiness; it was as though she said: "This is what I want to do all my life." She hugged in her arms what I conjectured to have once represented a hippopotamus. I ventured to say that it had a harassed and disturbed appearance.

"But it isn't a hippo at all," she cried. "Guest again!"

"Give it up," I said.

"Why, it's a horse!" I shook my head.

"My dear girl, your memory must be at fault. That's never a horse."

"Why, it's a horse now," she said affectionately.

"Well, if it's a horse to you, I suppose it is a horse," I said.

"That's just it!" she cried. "That's exactly what I was saying to you yesterday."

I remembered the discussion. Audrey had been inveighing against modern toys, and I had taken the opposite view. She had asserted that children did not care for modern toys; they left nothing to the imagination. A crude representation of an animal was much dearer to them than an accurate model. They respected the elephant which was just like the real ones they had seen, and which wagged its head so realistically, but they did not love it. They didn't want to take it to bed with them. It was the same, she said, with dolls. The beautiful creature dressed up in Sunday clothes never touched their hearts; all their affection was lavished upon some tattered doll over which they could laugh and cry without any sense of incongruity. It was the same, she asserted, with picture-books; everything was too accurate.

"But," I said, "would you have them grow up with wrong models before them?"

"Did it do any harm to your sense of form to have an impossible wooden horse to play with?"

Of course it didn't. You know the horse was wrong. You could compare it with a proper horse by just looking out of the window. But the thing with a body like a thick rolling pin left something to your imagination."

"You're a very reactionary young person," I said. "Our modern cult of the child has always seemed to me beautifully right."

"So it is in most ways, but not in the matter of toys. It's just like this. When people begin to buy toys—grown-up people, I mean—they don't look at them from the child's point of view. They see an artistic piece of modelling and it appeals to them; therefore they buy it. Now, that's all wrong."

"I must admit that," said I. "You've almost convinced me."

At that point our conversation had been interrupted by the youngest brother, who always manages to tell me in some roundabout way what he particularly wants for a Christmas present. He began to talk about books out of the blue, and to my confusion with the writing trade, he didn't want a book, it appeared; partly, I suspect, because he fondly imagines I can get any book for nothing. But there was a new cricket handbook, with all about bats in it; he could borrow the handbook from Smith's son major. By the way, had he told me that his dad had split clean up the blade? "We shall have to give him a bat, I suppose," Audrey had said. "It's a pity they're so expensive."

Well, as I watched Audrey sitting among that amazing collection of dilapidated toys, I became more and more convinced that she was right. At any rate, the child in her was awake again, and she even fell into some of the baby-talk which years before had been addressed to the contents of the locker. She bombarded me with beasts; if her aim had been a little less infirm I might have suffered severely. As it was, I escaped with a wool-stuffed zebra in the eye.

"No toy should be given to a young child," she said, "which it can't find about."

"Lay down a few more rules," I said, warding off a kangaroo.

"No toy should be too beautiful."

"Not even for girls?"

"Let's start for girls," she said, though she didn't mean it.

"Well, go on."

"No toy should be directly educational. It makes a child think that it's being imposed upon."

It was, apparently, to enforce this statement that the zebra was launched at my head.

"No toy," I replied severely, "should be buried at a living target, even by a child like you."—A. M., in the *Pall Mall Gazette*.

EPISODES OF REPORTING.

Speaking at a meeting of the Primrose League lately, Mr. Arthur Balfour, M.P., quoted some figures over which the reporters made a mistake to the extent of a quarter of million pounds sterling. It says much for their ability that amid the great rush of modern journalism, so few blunders are made by them. In this connection it may not be lacking in interest to say something about reporters and reporting.

It is not in the shape of an on or two funny blunders which arise through mishearing on the part of the reporters. In an important speech, delivered not long since by Mr. Asquith, he referred to the "pique, or temper, of the Government," which appeared the next morning in all the London papers as a "peacock temper." About the same time, Sir Henry Irving, talking of "many journeys in small boats," was pleased to see it reported as "weary journeys in small boats." And it was an Exeter Hall orator who used the expression, "A double lie in the shape of half a truth," and the nimble notetaker allowed to pass as "a double lie in the shape of half a truth."

Little slips, however, happen in all professions, but it is in smartness and resourcefulness that reporters especially shine. For instance, when the Prince of Wales visited Niagara he was behind time, and the *New York Herald* did not wish to lose the monopoly of the telegraph wire, which they had secured for their special correspondent's account. But Mr. House, the *Herald's* reporter was not to be outwitted, so he sent his editor this telegram: "What is to be done to keep the wires in our hands?" "Telegraph the Book of Genesis," replied Mr. Gordon Bennett. After this he sent a cable to a coast-guard station, and the reporter, "Book of Revelations," responded to the editor. This was in course of transmission when H.R.H. arrived, and the *Herald's* triumph was complete.

The trial of O'Connell at Dublin (before the telegraph was worked) afforded an excellent example of smartness. The event was described by Dr. W. H. Russell for the *Times*, who had chartered a special steamer and train in order to best all their Press rivals. As soon as the verdict of Guilty was given, Russell hurried from the court and as his steamer left the city, he telegraphed the *Times* the word "Guilty."

Little slips, however, happen in all professions, but it is in smartness and resourcefulness that reporters especially shine. For instance, when the Prince of Wales visited Niagara he was behind time, and the *New York Herald* did not wish to lose the monopoly of the telegraph wire, which they had secured for their special correspondent's account. But Mr. House, the *Herald's* reporter was not to be outwitted, so he sent his editor this telegram: "What is to be done to keep the wires in our hands?" "Telegraph the Book of Genesis," replied Mr. Gordon Bennett. After this he sent a cable to a coast-guard station, and the reporter, "Book of Revelations," responded to the editor. This was in course of transmission when H.R.H. arrived, and the *Herald's* triumph was complete.

The trial of O'Connell at Dublin (before the telegraph was worked) afforded an excellent example of smartness. The event was described by Dr. W. H. Russell for the *Times*, who had chartered a special steamer and train in order to best all their Press rivals. As soon as the verdict of Guilty was given, Russell hurried from the court and as his steamer left the city, he telegraphed the *Times* the word "Guilty."

Little slips, however, happen in all professions, but it is in smartness and resourcefulness that reporters especially shine. For instance, when the Prince of Wales visited Niagara he was behind time, and the *New York Herald* did not wish to lose the monopoly of the telegraph wire, which they had secured for their special correspondent's account. But Mr. House, the *Herald's* reporter was not to be outwitted, so he sent his editor this telegram: "What is to be done to keep the wires in our hands?" "Telegraph the Book of Genesis," replied Mr. Gordon Bennett. After this he sent a cable to a coast-guard station, and the reporter, "Book of Revelations," responded to the editor. This was in course of transmission when H.R.H. arrived, and the *Herald's* triumph was complete.

The trial of O'Connell at Dublin (before the telegraph was worked) afforded an excellent example of smartness. The event was described by Dr. W. H. Russell for the *Times*, who had chartered a special steamer and train in order to best all their Press rivals. As soon as the verdict of Guilty was given, Russell hurried from the court and as his steamer left the city, he telegraphed the *Times* the word "Guilty."

Little slips, however, happen in all professions, but it is in smartness and resourcefulness that reporters especially shine. For instance, when the Prince of Wales visited Niagara he was behind time, and the *New York Herald* did not wish to lose the monopoly of the telegraph wire, which they had secured for their special correspondent's account. But Mr. House, the *Herald's* reporter was not to be outwitted, so he sent his editor this telegram: "What is to be done to keep the wires in our hands?" "Telegraph the Book of Genesis," replied Mr. Gordon Bennett. After this he sent a cable to a coast-guard station, and the reporter, "Book of Revelations," responded to the editor. This was in course of transmission when H.R.H. arrived, and the *Herald's* triumph was complete.

The trial of O'Connell at Dublin (before the telegraph was worked) afforded an excellent example of smartness. The event was described by Dr. W. H. Russell for the *Times*, who had chartered a special steamer and train in order to best all their Press rivals. As soon as the verdict of Guilty was given, Russell hurried from the court and as his steamer left the city, he telegraphed the *Times* the word "Guilty."

Little slips, however, happen in all professions, but it is in smartness and resourcefulness that reporters especially shine. For instance, when the Prince of Wales visited Niagara he was behind time, and the *New York Herald* did not wish to lose the monopoly of the telegraph wire, which they had secured for their special correspondent's account. But Mr. House, the *Herald's* reporter was not to be outwitted, so he sent his editor this telegram: "What is to be done to keep the wires in our hands?" "Telegraph the Book of Genesis," replied Mr. Gordon Bennett. After this he sent a cable to a coast-guard station, and the reporter, "Book of Revelations," responded to the editor. This was in course of transmission when H.R.H. arrived, and the *Herald's* triumph was complete.

The trial of O'Connell at Dublin (before the telegraph was worked) afforded an excellent example of smartness. The event was described by Dr. W. H. Russell for the *Times*, who had chartered a special steamer and train in order to best all their Press rivals. As soon as the verdict of Guilty was given, Russell hurried from the court and as his steamer left the city, he telegraphed the *Times* the word "Guilty."

Little slips, however, happen in all professions, but it is in smartness and resourcefulness that reporters especially shine. For instance, when the Prince of Wales visited Niagara he was behind time, and the *New York Herald* did not wish to lose the monopoly of the telegraph wire, which they had secured for their special correspondent's account. But Mr. House, the *Herald's* reporter was not to be outwitted, so he sent his editor this telegram: "What is to be done to keep the wires in our hands?" "Telegraph the Book of Genesis," replied Mr. Gordon Bennett. After this he sent a cable to a coast-guard station, and the reporter, "Book of Revelations," responded to the editor. This was in course of transmission when H.R.H. arrived, and the *Herald's* triumph was complete.

The trial of O'Connell at Dublin (before the telegraph was worked) afforded an excellent example of smartness. The event was described by Dr. W. H. Russell for the *Times*, who had chartered a special steamer and train in order to best all their Press rivals. As soon as the verdict of Guilty was given, Russell hurried from the court and as his steamer left the city, he telegraphed the *Times* the word "Guilty."

Little slips, however, happen in all professions, but it is in smartness and resourcefulness that reporters especially shine. For instance, when the Prince of Wales visited Niagara he was behind time, and the *New York Herald* did not wish to lose the monopoly of the telegraph wire, which they had secured for their special correspondent's account. But Mr. House, the *Herald's* reporter was not to be outwitted, so he sent his editor this telegram: "What is to be done to keep the wires in our hands?" "Telegraph the Book of Genesis," replied Mr. Gordon Bennett. After this he sent a cable to a coast-guard station, and the reporter, "Book of Revelations," responded to the editor. This was in course of transmission when H.R.H. arrived, and the *Herald's* triumph was complete.

The trial of O'Connell at Dublin (before the telegraph was worked) afforded an excellent example of smartness. The event was described by Dr. W. H. Russell for the *Times*, who had chartered a special steamer and train in order to best all their Press rivals. As soon as the verdict of Guilty was given, Russell hurried from the court and as his steamer left the city, he telegraphed the *Times* the word "Guilty."

Little slips, however, happen in all professions, but it is in smartness and resourcefulness that reporters especially shine. For instance, when the Prince of Wales visited Niagara he was behind time, and the *New York Herald* did not wish to lose the monopoly of the telegraph wire, which they had secured for their special correspondent's account. But Mr. House, the *Herald's* reporter was not to be outwitted, so he sent his editor this telegram: "What is to be done to keep the wires in our hands?" "Telegraph the Book of Genesis," replied Mr. Gordon Bennett. After this he sent a cable to a coast-guard station, and the reporter, "Book of Revelations," responded to the editor. This was in course of transmission when H.R.H. arrived, and the *Herald's* triumph was complete.

The trial of O'Connell at Dublin (before the telegraph was worked) afforded an excellent example of smartness. The event was described by Dr. W. H. Russell for the *Times*, who had chartered a special steamer and train in order to best all their Press rivals. As soon as the verdict of Guilty was given, Russell hurried from the court and as his steamer left the city, he telegraphed the *Times* the word "Guilty."

Little slips, however, happen in all professions, but it is in smartness and resourcefulness that reporters especially shine. For instance, when the Prince of Wales visited Niagara he was behind time, and the *New York Herald* did not wish to lose the monopoly of the telegraph wire, which they had secured for their special correspondent's account. But Mr. House, the *Herald's* reporter was not to be outwitted, so he sent his editor this telegram: "What is to be done to keep the wires in our hands?" "Telegraph the Book of Genesis," replied Mr. Gordon Bennett. After this he sent a cable to a coast-guard station, and the reporter, "Book of Revelations," responded to the editor. This was in course of transmission when H.R.H. arrived, and the *Herald's* triumph was complete.

The trial of O'Connell at Dublin (before the telegraph was worked) afforded an excellent example of smartness. The event was described by Dr. W. H. Russell for the *Times*, who had chartered a special steamer and train in order to best all their Press rivals. As soon as the verdict of Guilty was given, Russell hurried from the court and as his steamer left the city, he telegraphed the *Times* the word "Guilty."

Little slips, however, happen in all professions, but it is in smartness and resourcefulness that reporters especially shine. For instance, when the Prince of Wales visited Niagara he was behind time, and the *New York Herald* did not wish to lose the monopoly of the telegraph wire, which they had secured for their special correspondent's account. But Mr. House, the *Herald's* reporter was not to be outwitted, so he sent his editor this telegram: "What is to be done to keep the wires in our hands?" "Telegraph the Book of Genesis," replied Mr. Gordon Bennett. After this he sent a cable to a coast-guard station, and the reporter, "Book of Revelations," responded to the editor. This was in course of transmission when H.R.H. arrived, and the *Herald's* triumph was complete.

The trial of O'Connell at Dublin (before the telegraph was worked) afforded an excellent example of smartness. The event was described by Dr. W. H. Russell for the *Times*, who had chartered a special steamer and train in order to best all their Press rivals. As soon as the verdict of Guilty was given, Russell hurried from the court and as his steamer left the city, he telegraphed the *Times* the word "Guilty."

Little slips, however, happen in all professions, but it is in smartness and resourcefulness that reporters especially shine. For instance, when the Prince of Wales visited Niagara he was behind time, and the *New York Herald* did not wish to lose the monopoly of the telegraph wire, which they had secured for their special correspondent's account. But Mr. House, the *Herald's* reporter was not to be outwitted, so he sent his editor this telegram: "What is to be done to keep the wires in our hands?" "Telegraph the Book of Genesis," replied Mr. Gordon Bennett. After this he sent a cable to a coast-guard station, and the reporter, "Book of Revelations," responded to the editor. This was in course of transmission when H.R.H. arrived, and the *Herald's* triumph was complete.

The trial of O'Connell at Dublin (before the telegraph was worked) afforded an excellent example of smartness. The event was described by Dr. W. H. Russell for the *Times*, who had chartered a special steamer and train in order to best all their Press rivals. As soon as the verdict of Guilty was given, Russell hurried from the court and as his steamer left the city, he telegraphed the *Times* the word "Guilty."

Little slips, however, happen in all professions, but it is in smartness and resourcefulness that reporters especially shine. For instance, when the Prince of Wales visited Niagara he was behind time, and the *New York Herald* did not wish to lose the monopoly of the telegraph wire, which they had secured for their special correspondent's account. But Mr. House, the *Herald's* reporter was not to be outwitted, so he sent his editor this telegram: "What is to be done to keep the wires in our hands?" "Telegraph the Book of Genesis," replied Mr. Gordon Bennett. After this he sent a cable to a coast-guard station, and the reporter, "Book of Revelations," responded to the editor. This was in course of transmission when H.R.H. arrived, and the *Herald's* triumph was complete.

The trial of O'Connell at Dublin (before the telegraph was worked) afforded an excellent example of smartness. The event was described by Dr. W. H. Russell for the *Times*, who had chartered a special steamer and train in order to best all their Press rivals. As soon as the verdict of Guilty was given, Russell hurried from the court and as his steamer left the city, he telegraphed the *Times* the word "Guilty."

Little slips, however, happen in all professions, but it is in smartness and resourcefulness that reporters especially shine. For instance, when the Prince of Wales visited Niagara he was behind time, and the *New York Herald* did not wish to lose the monopoly of the telegraph wire, which they had secured for their special correspondent's account. But Mr. House, the *Herald's* reporter was not to be outwitted, so he sent his editor this telegram: "What is to be done to keep the wires in our hands?" "Telegraph the Book of Genesis," replied Mr. Gordon Bennett. After this he sent a cable to a coast-guard station, and the reporter, "Book of Revelations," responded to the editor. This was in course of transmission when H.R.H. arrived, and the *Herald's* triumph was complete.

The trial of O'Connell at Dublin (before the telegraph was worked) afforded an excellent example of smartness. The event was described by Dr. W. H. Russell for the *Times*, who had chartered a special steamer and train in order to best all their Press rivals. As soon as the verdict of Guilty was given, Russell hurried from the court and as his steamer left the city, he telegraphed the *Times* the word "Guilty."

But a bed of roses. During the last General Election the conflict between the opposing Parties in a northern city was most keen. One night the Conservatives gathered by the thousand in a large hall to listen to a prominent leader. All went well until the middle of the speech; then there was a sudden rush of men up the centre of the room. A moment later, the Press-table was upside down, and all about it was a heap of journalists, struggling on the floor amid hats, umbrellas, overcoats, note-books, and ink-pots. Some of the contents of the latter had in one case found a resting place on the shirt front of a Press Agency representative, while the chief of the local daily's staff was turned into a sort of Moore and Burgess minstrel. By some means a quantity of ink had been deposited on his grey hair, and had wandered down his neck and over his face. The

Consignees.

NOTICE TO CONSIGNEES.

S.S. "GYMERIC"
FROM NEW YORK, STRAITS AND
MANILA.

CONSIGNEES OF Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 28th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th instant, at 3 P.M.

No Fire Insurance has been effected, and Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, 21st January, 1901. [91c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, COLOMBO, PENANG AND SINGAPORE.

THE Steamship

"MORAVIA"
Having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This Vessel brings Cargo:—
From Fiume, ex S.S. *Medea*.
From Massaua, ex S.S. *Styria*.
Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the office of the Undersigned before Noon on the 28th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 28th instant, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & CO., Agents.

Hongkong, 22nd January, 1901. [63c]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "BENLOMOND,"
FROM LONDON.

CONSIGNEES OF Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 28th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd instant, at 3 P.M.

No Fire Insurance has been effected, and Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 22nd January, 1901. [97c]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "OLYMPIA"
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LIMITED, Agents.
Hongkong, 22nd January, 1901. [4]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE.

THE Steamship

"MARIA VALERIE"
Having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the office of the Undersigned before Noon on the 30th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 30th instant, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & CO., Agents.
Hongkong, 23rd January, 1901. [13c]

NOTICE TO CONSIGNEES.

THE F. & O. S. N. Co.'s Steamship

"MALACCA"
FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out. Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From Madras, ex S.S. *Zulu*.
Optional Goods will be landed here unless instructions to the contrary be given before 10 A.M. on the 28th instant.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage of the Godowns must be given within ten days after the Vessel's arrival, after which no Claims will be recognized.

A. M. MARSHALL, Agent.
Hongkong, 25th January, 1901. [11]

Intimations.

MITSUI BUSSAN KAISHA

No. 6, 1st House Street, Praya Central.

Head Office—TOKIO.

Branch Offices—
LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG, and all Ports in JAPAN.

Agents—

Milki Coal Mines.
Kanda Coal Mines.
Hokoku Coal Mines.
Oshinomiya Coal Mines.
No. 1 Otsuji Coal Mines.
Ichimura Coal Mines.
Kishima Coal Mines.
Yoshio Coal Mines.
Yamano Coal Mines.
Manoura Coal Mines.
The Osaka Shosen Kaisha, Ltd.
Tokio Marine Insurance Co., Limited.
Meiji Fire Insurance Co., Limited.
Kanagawa Cotton Spinning Mills.
Shanghai Cotton Spinning Mills.
Tokio Cotton Spinning Mills.
Imperial Government Paper Mills.
Onoda Cement Company.

MITSUI BUSSAN KAISHA, M. FURUSE, Manager.

Hongkong, 11th December, 1900. [33]

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, and CLOCK
MAKERS, JEWELLERS, SILVER
SMITHS, and OPTICIANS.

NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches
awarded the highest Prizes at every Exhibition,
and for Voigtlander and Sohn's
CELEBRATED OPERA GLASSES,
MARINE GLASSES and SPYGLASSES.

Nos. 54 & 56, Queen's Road Central. [12]

JUST ARRIVED.

GENUINE CHERRY WATER, AGENTS
SCHWARZWAlder KIRSCHWASSER.

\$2.50 per Bottle.

H. RUTTONJEE,
5, D'Aguiar Street and
21 & 23, Elgin Road, Kowloon.

Hongkong, 21st January, 1901. [34]

A CURE FOR ASTHMA!!!

GRIMAULT'S
INDIAN CIGARETTES

Automatic people who suffer from Oppression in breathing, stifling sensations, Hoarseness, and Loss of voice, Nervous coughs, Laryngitis, Colds, with Wheezing, Bronchitis, Insomnia, Watery affections, and difficulty in Expectoration, are promptly relieved by these Cigarettes.

GRIMAULT & CO., Paris, Sold by all Chemists.

GRIMAULT'S
Matico Capsules
AND INJECTION.

Renowned Matico Capsules prescribe Grimault's Matico as the most active and at the same time the most delicate remedy in the treatment of all affections of the Urinary Organs, such as Catarrh, Hematuria, Stricture, and all other Urinary Disorders, which have not the inconvenience of producing Pain.

MATIO INJECTION is used in recent and MATIO CAPSULES in more chronic cases.

GRIMAULT & CO., Paris, Sold by all Chemists.

Hongkong, 22nd September 1900. [40]

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN
ICE-HOUSE ROAD.

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony, or in any part of the Far East.

GROUPS AND VIEWS a specialty.

Hongkong, 22nd September 1900. [40]

DENTISTRY.
SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST,
No. 4, Queen's Road Central.

Hongkong, 3rd January, 1901. [16a]

DENTISTRY.
AMERICAN SYSTEM, WONG HO-MI,
SURG. DENTIST.

TERMS MODERATE. CONSULTATION FREE.
50, QUEEN'S ROAD CENTRAL.
Hongkong, 2nd January, 1901. [8c]

SIEN TING,
SURGEON DENTIST,
No. 14, D'AGUIAR STREET.

TERMS VERY MODERATE.
Consultation free.

Hongkong, 14th September, 1900. [19]

UNTOUCHED BY HAND.
MELLIN'S
FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, ENGLAND.

Hongkong, 1st Mar., 1900.

THE OFFICES OF THE "HONGKONG TELEGRAPH" have this Day been removed to No. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & COY.) to which address all communications should be addressed.

ETH. F. SKERTCHLY, Manager.

Hongkong, 1st Mar., 1900.

THE OFFICES OF THE "HONGKONG TELEGRAPH" have this Day been removed to No. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & COY.) to which address all communications should be addressed.

ETH. F. SKERTCHLY, Manager.

Hongkong, 1st Mar., 1900.

THE OFFICES OF THE "HONGKONG TELEGRAPH" have this Day been removed to No. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & COY.) to which address all communications should be addressed.

ETH. F. SKERTCHLY, Manager.

Hongkong, 1st Mar., 1900.

THE OFFICES OF THE "HONGKONG TELEGRAPH" have this Day been removed to No. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & COY.) to which address all communications should be addressed.

ETH. F. SKERTCHLY, Manager.

Hongkong, 1st Mar., 1900.

THE OFFICES OF THE "HONGKONG TELEGRAPH" have this Day been removed to No. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & COY.) to which address all communications should be addressed.

ETH. F. SKERTCHLY, Manager.

Hongkong, 1st Mar., 1900.

THE OFFICES OF THE "HONGKONG TELEGRAPH" have this Day been removed to No. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & COY.) to which address all communications should be addressed.

ETH. F. SKERTCHLY, Manager.

Hongkong, 1st Mar., 1900.

THE OFFICES OF THE "HONGKONG TELEGRAPH" have this Day been removed to No. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & COY.) to which address all communications should be addressed.

ETH. F. SKERTCHLY, Manager.

Intimations.

CLARKE'S PILLS are warranted to cure all cases of Biliousness, Indigestion, Discharge from the Urinary Organs, Gravel, and Pain in the Back. Free from Mercury. Established upwards of 30 years. Price, 4s. 6d. each of all Chemists and Patent Medicine Vendors throughout the World. Proprietors: The Lincoln and Midland Counties Drug Company, Lincoln, England.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS,
AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c. &c. &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK

AT
REASONABLE PRICES.
Hongkong, 14th May, 1896. [18]

NEW GOODS.
PLENTY
IN
HAND.

D. NOMA,
No. 12,
Beaconsfield
Arcade,
Opposite the City Hall.

Hongkong, 30th April, 1900. [41]

LEVY HERMANOS.
DIAMOND MERCHANTS, JEWELERS
AND WATCHMAKERS.

EASTMAN'S
KODAKS AND FILMS.
Sole Agents for KODAK'S WHEELS.
Sole Agents for "OMEGA" WATCHES.
"OMEGA" THE BEST.
40, QUEEN'S ROAD,
Watson's Building.

NOT READY.

A PAMPHLET
ON
SOME SERIOUS LOCAL PROBLEMS.
AND
A FEW SUGGESTIONS FOR DEALING
WITH THEM.
BEING A LECTURE DELIVERED
BEFORE
THE ODD VOLUMES SOCIETY.
BY
MR. H. E. POLLOCK,
Barrister-at-Law.

To be obtained at the Office of This Paper.
PRICE 50 CENTS.

Hongkong, 1st June, 1900.

NOT READY.

AN ACCOUNT
OF THE
RECEPTION OF H.M.S. "TERRIBLE,"
IN
HONGKONG
AND THE
FESTIVITIES CONNECTED
THEREWITH,
WITH A
WOODCUT OF THE "TERRIBLE."

To be obtained at the Office of This Paper.
PRICE 30 CENTS.

As only a limited number have been printed
intending purchasers should send their Orders
early, for the issue of this interesting souvenir
will soon be exhausted.

Hongkong, 1st June, 1900.

NOTICE OF REMOVAL.

I BEG to inform my Patrons and Public
Generally that I have REMOVED my
Stores from No. 13 to No. 5, D'AGUIAR
STREET.

H. RUTTONJEE,
5, D'Aguiar Street.

Hongkong, 27th April, 1900. [12]

NOTICE.

THE OFFICES OF THE "HONGKONG TELEGRAPH" have this Day been removed to No. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & COY.) to which address all communications should be addressed.

ETH. F. SKERTCHLY, Manager.

Hongkong, 1st Mar., 1900.

THE OFFICES OF THE "HONGKONG TELEGRAPH" have this Day been removed to No. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & COY.) to which address all communications should be addressed.

ETH. F. SKERTCHLY, Manager.

Hongkong, 1st Mar., 1900.

THE OFFICES OF THE "HONGKONG TELEGRAPH" have this Day been removed to No. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & COY.) to which address all communications should be addressed.

ETH. F. SKERTCHLY, Manager.

Hongkong, 1st Mar., 1900.

THE OFFICES OF THE "HONGKONG TELEGRAPH" have this Day been removed to No. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & COY.) to which address all communications should be addressed.

ETH. F. SKERTCHLY, Manager.

Hongkong, 1st Mar., 1900.

THE OFFICES OF THE "HONGKONG TELEGRAPH" have this Day been removed to No. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & COY.) to which address all communications should be addressed.

ETH. F. SKERTCHLY, Manager.

Hongkong, 1st Mar., 1900.

THE OFFICES OF THE "HONGKONG TELEGRAPH" have this Day been removed to No. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & COY.) to which address all communications should be addressed.

ETH. F. SKERTCHLY, Manager.

Hongkong, 1st Mar., 1900.

THE OFFICES OF THE "HONGKONG TELEGRAPH" have this Day been removed to No. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & COY.) to which address all communications should be addressed.

ETH. F. SKERTCHLY, Manager.

Hongkong, 1st Mar., 1900.

The Share Market.

LATEST QUOTATIONS.

(January 26th)

Companies. Paid up Capital. Latest quotation.

Banks.

Hongkong & Shanghai Banking Corporation, Ltd. \$125 35 1/2 premium

The Bank of China & Japan, Limited. 2 5 Nominal

The Bank of China, Ltd. 4 4 1/2

The Bank of China, Ltd. 4 4 1/2

The Bank of China, Ltd. 4 4 1/2

The Bank of China, Ltd. 4 4 1/2

The Bank of China, Ltd. 4 4 1/2

The Bank of China, Ltd. 4 4 1/2

The Bank of China, Ltd. 4 4 1/2

The Bank of China, Ltd. 4 4 1/2

The Bank of China, Ltd. 4 4 1/2

The Bank of China, Ltd. 4 4 1/2

The Bank of China, Ltd. 4 4 1/2

The Bank of China, Ltd. 4 4 1/2

The Bank of China, Ltd. 4 4 1/2

The Bank of China, Ltd. 4 4 1/2

The Bank of China, Ltd. 4 4 1/2

The Bank of China, Ltd. 4 4 1/2

The Bank of China, Ltd. 4 4 1/2

The Bank of China, Ltd. 4 4 1/2

The Bank of China, Ltd. 4 4 1/2

The Bank of China, Ltd. 4 4 1/2

The Bank of China, Ltd. 4 4 1/2

The Bank of China, Ltd. 4 4 1/2

The Bank of China, Ltd. 4 4 1/2

The Bank of China, Ltd. 4 4 1/2

The Bank of China, Ltd. 4 4 1/2

The Bank of China, Ltd. 4 4 1/2

The Bank of China, Ltd. 4 4 1/2

The Bank of China, Ltd. 4 4 1/2

The Bank of China, Ltd. 4 4 1/2

The Bank of China, Ltd. 4 4 1/2

The Bank of China, Ltd. 4 4 1/2

The Bank of China, Ltd. 4 4 1/2

The Bank of China, Ltd. 4 4 1/2

The Bank of China, Ltd. 4 4 1/2

The Bank of China, Ltd. 4 4 1/2

The Bank of China, Ltd. 4 4 1/2

The Bank of China, Ltd. 4 4 1/2

The Bank of China, Ltd.